

MORNING APPEAL.

THURSDAY, JANUARY 30, 1879

THE "ENTERPRISE" OPPOSED TO THE DISCRIMINATIONS OF THE VIRGINIA AND TRUCKEE RAILROAD.

In an editorial article in Tuesday's *Enterprise* we find the following:

What is most needed is to compel railroads to be common carriers in the real sense of the term, and not close corporations run on special contracts for the purpose of favoring a select class at the expense of the community. That is, railroads should be compelled to stop discriminations. If, for instance, the Virginia and Truckee Railroad can deliver wood at a profit to a rich firm in Virginia for \$100 per car-load, a poor man should not be obliged to pay any more than that sum for a car-load.

This is very significant in view of the fact that the Virginia and Truckee Railroad Company charge \$5 50 per cord for hauling wood from Ophir to Virginia, for Price and other shippers of small means, while they charge the Bonanza Mining Companies but \$2 12 1/2 per cord for wood from Huffaker's to Virginia City—several miles further than from Ophir. We are glad to see the *Enterprise* thus taking part against these unjust and inexcusable practices.

Noticing some of the *Appeal* criticisms, the *Enterprise* ventures to say:

We have made no reference to the charges on roads which in the East run over level grades, and where their trains every hour dash through cities containing more people than the whole State of Nevada.

This reminds us to call the attention of the *Enterprise* to the fact that while the Virginia and Truckee Railroad Company exact of the Carson merchant the maximum freight charge, i. e. 20 cents per ton per mile, or \$6 per ton for goods brought hither from Reno, the same company charge the Virginia City merchant but \$8 per ton from Reno—which is about 15 cents per mile per ton for the entire distance. Also the curious fact is worth noting that while the Virginia and Truckee charge \$6 per ton for bringing freight from Reno to Carson, 30 miles, over a comparatively level road, they charge but \$2 from here to Virginia City, 21 miles, (on through freights), over the steep, mountain grades and sharp curves of their line. This latter is at the rate of 10 cents per ton per mile for the mountain end of the road as against 20 cents per ton per mile over the valley end thereof! And yet they charge the Empire woodmen \$4 per cord for hauling their wood to Virginia—Empire and Virginia being but 18 miles apart. Will the *Enterprise* please explain?

LEGISLATION AFFECTING LOCAL RAILROADS.

We find the following in the *Silver State* of Monday:

It is becoming plainly evident that the Virginia and Truckee Railroad Company will use every means in its power to prevent the passage of a bill reducing the rates of freights and fares on railroads in Nevada. The Storey County delegation will, with probably a few exceptions, be governed by its wishes, and it is very doubtful, notwithstanding all that has been said in party platforms and by stump speakers to the contrary, if a bill will be passed this session reducing fares and freights. It is rather early in the session to predict this result, but the comments of the *Enterprise* on the Gaston bill prove conclusively what the *Appeal* asserts, that its cry of "stop thief!" raised against the Central Pacific is to attract attention from the crooked railroad, whose owners, it is alleged, are largely interested in the leading newspaper of Nevada.

The *Silver State* makes a mistake, we think, in its estimate of the Storey delegation in the Legislature. The people of that county are aroused as never before to the importance of this subject. Every representative from there is pledged to lend his aid and voice in support of a bill regulating freights and fares. A bitter rebuke awaits any man who shall go back to the Comstock after being recreant to his pledges. The *Silver State*, we are pleased to see, agrees with us that the local roads are trying to divert attention from their own extortions and discriminations by raising a pother over the Central Pacific Company. Is there no honor among these railroad sharpers?

ACCIDENT.—Of an accident to a gentleman who is known hereabout the *Pioche Record* of Jan. 25th says:

John M. Whitehill, assayer at the Dry Valley mill, met with a very serious accident while driving to Pioche Tuesday evening. He was thrown from the vehicle in which he was riding by one of the wheels striking a root or obstruction in the road, and striking on his head, tore off a large portion of the scalp. He managed to retain hold of the lines and regained his seat. When he arrived in town Dr. Lee dressed his wound. The stitches taken in the scalp would cover nine inches. Johnny is doing as well as could be expected.

TRAMPS ARRESTED.—Says yesterday's *Reno Journal*:

Charles Johnson and —, McNamee, the men who were arrested on suspicion of their being the parties who turned the switch at Colfax last Thursday morning, and let the locomotive drawing the lightning express train run into the turntable pit, were examined Friday night at that place, and held to answer before the next Grand Jury. There is considerable circumstantial evidence against them. They had been seen in the vicinity where the accident occurred, and one of them had in his possession a railroad switch key when arrested.

THE FISK RAILROAD BILL.

Wednesday morning's *Enterprise* did just what we expected it to do—endorsed the Fisk Railroad Bill.

We mean no disparagement to Mr. Fisk when we say that it was stated by a gentleman of excellent standing and indubitable acuteness and penetration, in the presence of the writer, that the said bill was the result of consultation and advice among the railroaders themselves.

If so, no wonder the *Enterprise* supports it! CAUTION!

Let the earnest members of the Senate and Assembly be very watchful. We know of several "cute" schemes concocted by the railroad lobby for the fooling of the Legislature.

The *Chronicle* of last evening has some very sharp comments on this Fisk bill. We shall reproduce the same to-morrow.

THE VIRGINIA CITY R. R. COMMITTEE MOVING.

By the *Enterprise* of yesterday we are informed as follows:

The Executive Railroad Committee on Fares and Freights by Rail, appointed by the citizens' meeting held at Piper's Opera House January 27, met at the office of Seely & Woodburn last evening and organized by electing the following officers: J. C. Hampton, President, Phil. Seldner, Secretary, and J. B. Mallon, Treasurer.

A committee of three was appointed to invite attorneys to meet with the committee. Messrs. Gillig, Smith and McCarthy were the committee appointed to this duty, and Lawyers Seely, Woodburn and Lewis appeared and gave their opinion in regard to the laws regulating fares and freights on the Central Pacific railroad and the Virginia and Truckee railroad. The attorneys were then requested to put their opinion in writing.

The services of Seely, Woodburn, Lewis and Deal were retained by the committee to draw up two bills, one for the Central Pacific Railroad and one for all local railroads, and submit them to the committee on Tuesday evening next, February 4.

On motion, H. N. Hall and R. Mercer were added to the committee.

A Committee on Finance was appointed as follows: John H. Mills, W. N. Hall and R. Mercer, of Gold Hill, and J. C. Hampton, P. H. Ford, E. R. Smith and J. B. Mallon of Virginia.

Adjourned to meet next Tuesday evening at 7 o'clock.

This looks like business.

WHAT THEY SAY IN AUSTIN.

Says the *Reveille* of Monday:

The Virginia *Enterprise* of Saturday morning last contains an exhaustive article on the merits and demerits of the Gaston Assembly bill No. 36, to regulate fares and freights upon railroads wholly or in part within the State of Nevada. That paper claims that if the bill becomes a law it will increase the present rates from thirty to fifty per cent. over the Central Pacific railroad in Nevada, and at the same time cut down the tariffs of local roads to figures equally unjust. It hints that the bill may have been drawn by the railroad companies. The *Enterprise* bases its calculations on fares and freights from New York to San Francisco. The tariff rates in the bill are only for Nevada, and nothing more. The object of that paper evidently is to confuse the Legislature and create a prejudice against action in the premises altogether. At least that is our interpretation of its editorial referred to. It claims the fare between New York and San Francisco would be raised from \$139 to \$165. The Gaston bill reduces the fare between Ogden and the California line at about \$20, and how it can be increased is something we are at a loss to conceive. Anyway, it is for the Legislature to determine on legislation that will give relief to the people of this State. The arguments made in the *Enterprise* don't tally with speeches made on the stump last Fall.

THE MAPOA MURDERERS.—Says the *Pioche Record* of Saturday:

We learn from Colonel Jennings that Isaac McManus, one of the murderers of Holland and Carter, was a short time since killed on the south side of the Colorado river, opposite St. George. McManus was camping with a party of men there and became involved in a quarrel with one of them, whose name we failed to learn. McManus cut this man with a knife, and in return he shot and killed him, leaving his body on the ground. The party cut went to St. George and had his wounds dressed. Newman, another of the Muddy murderers, crossed the Colorado with a United States surveying party—Taylor's, we believe—and showing a knowledge of the country, the surveyors hired him to take charge of the train of mules. He ran off with the mules, but was overhauled and landed in jail in some portion of Arizona, where he is now awaiting trial for stealing Uncle Sam's mules.

THE JOYS OF PARADISE.—Says the *Silver State* of Tuesday:

Morse & Rickard, the enterprising proprietors of the Winnemucca and Paradise stage line, who run daily stages for several months, while the mail only went three times a week, received a dispatch yesterday informing them that the Postoffice Department had ordered daily mail service between Winnemucca and Paradise, and had extended the route to Siskron, Spring City, Mount Rose or Bung Eye, as it is variously named. The daily service is to begin on the 1st of February, after which date Winnemucca will be in daily communication by mail with Paradise. Of course the Paradisees are rejoicing over the news, and there was a general jollification there last night.

"There is room enough in Paradise to have a shout in glory."

INDIANS EXCITED.—The *Silver State* of Jan. 28 has the following:

Somebody told the Putes last evening that two or three hundred United States troops were coming in a day or two to take them and all the Indians at McDermitt away to a strange country a "hundred sleeps" distant. The news spread like wild-fire among them and caused great excitement, which was only

allayed by the positive assurance of some white men in whom they have confidence, that the rumor was unfounded. Whites ought not to excite the fears of the Indians by telling them such improbable stories.

RAILROAD REFORMS NEEDED.

Commenting upon the speech delivered at Piper's Opera House on last Monday night, the *Footlight* of Tuesday says:

That a reform in the matter of railroad fares and freights is an urgent necessity is apparent to all persons who have given the question careful thought. If freight charges per railroad are to be as high as teams used to charge, it would be much better for this city if the Virginia and Truckee railroad could be sunk, and the business of teaming be again resumed. The earnings of the railroad are not spent in this State as were a great portion of the earnings of the teams of anti-railroad days, but are centered in the already well-filled coffers of a few rich men of California, who do nothing for the benefit of this community.

NEW ADVERTISEMENTS.

CHURCH FAIR AND FESTIVAL!

THE LADIES OF St. Theresa's Catholic Church

WILL HOLD A FAIR AND FESTIVAL AT THE OPERA HOUSE.

WEDNESDAY, THURSDAY, FRIDAY AND SATURDAY EVENINGS, FEBRUARY 5, 6, 7 and 8, AT 7:30 P. M.

A Cordial Invitation is Extended to All

MUSIC, MELONE'S BAND.

ADMISSION.....FIFTY CENTS

MRS. M. A. McNEIL,

ARTIST, IS PREPARED TO GIVE INSTRUCTION IN

Landscape Oil Painting,

Water Colors,

Monochromatic, Crayon and Pencil Drawing.

Having had much experience as a teacher in Ohio, Illinois and California, and with success, she feels confident of giving satisfaction to all who may favor her with their patronage. Terms reasonable. Enquire at her residence on west side of Curry, between Musser and Proctor.

N. B.—Saturdays, if necessary, will be devoted to pupils of the Public Schools in drawing. Terms, twenty-five cents per lesson.

BARGAINS IN GROCERIES!

A BARE CHANCE FOR CHEAP PURCHASES AT THE KING STREET STORE. Owing to a recent change in business, we will sell our goods for the

NEXT 90 DAYS, FOR CASH.

Cheaper than any house in Carson. Our stock includes the choicest brands of

Flour, Sugar, Coffee, Teas, Syrups,

Salt Meats and Fish, Canned

Goods, Crockery, Glass and

Woodenware, Produce

of all Varieties.

ALSO—

HARDWARE AND LIQUORS!

25% Come and Sample our Prices! N. B.—All parties indebted to the firm are expected to settle their accounts immediately.

REINSTEIN & GIBSON.

Wholesale and Retail Grocers, King St., Carson. September 1, 1878.

CARSON CITY BREWERY,

King street, Carson City,

JACOB KLEIN

PROPRIETOR.

THE VERY BEST QUALITY OF

LAGER BEER

Made on the Pacific Coast or anywhere. Orders promptly attended to.

The saloon is constantly supplied with the finest brands of

WINES, LIQUORS AND CIGARS.

25% GIVE ME A CALL JACOB KLEIN.

SHANE'S SALOON.

(Formerly Magee's.)

Carson street, opposite the Capitol, Carson City Nevada.

DOLF SHANE,.....Proprietor

THE FINEST WINES, LIQUORS AND CIGARS.

The Most Commodious Gaming Hall in Ormsby County.

DRINKS.....12 1/2 Cents

Carson, January 1, 1878.

NOTICE TO LIENHOLDERS.

NOTICE IS HEREBY GIVEN TO ALL parties holding or claiming liens, under the provisions of an Act entitled "An Act to secure liens to mechanics and others, and to repeal all other Acts in relation thereto," approved March 2, 1875, on the following described property, to wit: Lots numbered one (1), four (4) and five (5), in Block No. Thirty-eight (38), in Sears, Thompson & Sears' Division of Carson City, Ormsby County, Nevada, and the improvements thereon, to be and appear in the Justice's Court of Carson Township, Ormsby County, Nevada, on the 7th DAY OF FEBRUARY, A. D. 1879, at 10 o'clock A. M., then and there with the proof of their said liens. Carson City, January 15, 1879.

E. M. HUNT, Lienholder, JAMES WELLS & STEWART, ATTYS.

ORMSBY HOUSE

CARSON CITY, NEVADA.

J. T. PANTLIND, PROPRIETOR.

THIS LONG ESTABLISHED and FAVORABLE Public House having passed into new hands and having been

Thoroughly Reconstructed Throughout

Is now conducted

First Class Hotel.

This means that

THE TABLE

the best table d'hotel in the State of Nevada; that

THE BAR

the most complete and most fully stocked of any in the State.

The Billiard Hall

is the finest in Western Nevada; and the service is equal to that of the best hotels in San Francisco.

The Prices of Board and Room-rent are regulated to suit the times. JOHN T. PANTLIND, Proprietor. Carson, January 1, 1878.

THE WHITE HOUSE

A FIRST CLASS

FAMILY HOTEL

JOHN T. PANTLIND,

Proprietor.

Carson, October 1st, 1878.

CHEAP DENTISTRY,

An Acknowledged Scourge to Any People or Country.

E. A. BREWSTER, M. D.,

DENTIST.

Continues to practice his profession as a Dentist in Carson City; therefore all who desire to avail themselves of the services of an able operator, can do so without fear of disappointment at his office. Indeed, any operation of value to the patient, known to the profession, will be delicately upon, and practiced by him with special care.

Whole Crowns of Teeth Built up, or Any Part thereof, to their Natural Size and Shape.

By his magic hand, rendering them not only beautiful but lasting. In proof of this, the Doctor refers, with pride, to scores of living witnesses in and around Carson, among whom are many of the wealthiest and most influential persons in town. A few only will be sufficient to mention, who have kindly given me their names as testimonials to the above statements.

JOHN T. PANTLIND, Proprietor of Ormsby House.

J. T. FREEDY, Gen. Freight Agent, V. & T. R. R.

DR. L. A. BECKER.

T. D. EDWARDS.

E. M. HULLYER, Judge U. S. District Court.

Office over the Carson City Savings Bank, Carson City, Nev. Jan 5

FAMILY GROCERY.

THE CHOICEST AND RAREST

GROCERIES

For family use constantly on hand.

For Nice Little Things Not to Be Found Elsewhere

GO TO CHENEY'S.

A general assortment of the best staple and choice groceries. PRICES TO SUIT THE TIMES!

JOHN E. CHENEY.

Adams Block, Carson street, corner of Telegraph. January 8, 1878.

MASONIC EMBLEM LOST.

LOST, BETWEEN WEDNESDAY AND Thursday Nights, a

Gold Masonic Keystone.

Such as is worn on watch chains. The finder will be suitably rewarded by leaving the same at the office of the MORNING APPEAL. Jan 25 '79

C. BILLINGS,

DENTIST,

Rinckel's Block, Carson, Nev.

Twenty-five years honorable practice in California and Carson City. Jan 1

P. A. WAGNER & CO.

Carson Street, corner of Musser,

Carson City, Nev.

Messrs. P. A. WAGNER & CO.

inform the public that they announce no decline in prices, because they sell

Lower than any other House in the County!

ALWAYS ON HAND A FULL LINE

OF—

HARDWARE,

STOVES.

Nails, Kettles, Wooden Goods,

Tinware, Shovels, Picks,

PAINTS AND OILS,

Glass and Crockery Ware,

Sashes, Doors, Window Glass,

RUBBER GOODS, WALL PAPER.

MOWERS AND REAPERS,

Washing Machines.

A complete Tin shop and competent workmen. Plumbing and Gas Fitting done.

ALL WORK WARRANTED.

May 10, 1878. P. A. WAGNER.

THE STONE MARKET.

NEW ARRANGEMENT!

THE UNDERSIGNED, NOW THE SOL

Proprietor of the

Stone Market,

NORTH CARSON STREET,

Next to Gillson & Barber's Grocery Store,

Is prepared to furnish his old customers and the public with the Choicest Rosettes, Steaks, and Cutlets of

Beef, Mutton, VEAL,

Pork and Lamb;

—ALSO—

CORNER BEEF, SAUSAGE, BOLOGNAS,

AND HEAD CHEESE.

Prices to suit the times. Give me a call. CARSON, January 8th, 1879. MARTIN NETH.

FRANK BOSKOWITZ.

MERCHANT TAILOR,

MEN'S AND BOYS' CLOTHING!

HATS AND CAPS.

BOOTS AND SHOES,

The Only One Price Clothing Store in Carson!

COUNTY BUILDING,

Carson Street Carson City, Nevada. decltd

CARSON CITY SAVINGS BANK

BANKERS, BROKERS AND FIRE INSURANCE AGENTS.

CARSON CITY, - - - NEVADA.

MINING STOCKS BOUGHT AND SOLD ON COMMISSION.

Liberal Margins allowed on Approved Stocks. San Francisco Correspondent. Latham & King Carson, September 1, 1877.

FOR THE LADIES!

LADIES' & CHILDREN'S UNDERWEAR,

INFANTS' CLOTHING OF ALL KINDS.

—ALSO—

The Celebrated Under Flannels,

—AND—

Dress Reform Corset Waist,

A Full Line of Ladies' Furnishing Goods direct from New York.

Circulars sent on application, and orders by mail attended to promptly by

MRS. S. A. TEMPLE, Agent, Virginia street, Reno, Nevada.

October 7th, 1878.

CHARLES W. FRIEND,

—DEALER IN—

Watches, Jewelry,

SILVERWARE,

—AND—

GENUINE HAVANA CIGARS

AND TOBACCO.

N. B.—All the present stock is new and of the latest styles, and purchased expressly for

The Holidays,

And will be sold upon the most reasonable terms.

December 18, 1878.

CARSON SKATING PARK.

NOW OPEN FOR THE USE OF LOVERS

of Ice Skating. It presents a surface of Ice 500 feet square, and its greatest depth is 2 1/2 feet, so that it is safe for children. There is a comfortable building for the use of patrons. 25¢ No Skates for rent.

Admission.....50 cts Children.....25 cts

Ladies free.

W. M. LYNCH, Proprietor.

Carson, December 14, 1878.

Dissolution of Partnership.

THE CO-PARTNERSHIP HERETOFORE existing under the firm name of UHL & NETH, carrying on the butcher business in this city, has this day been dissolved by mutual consent, Mr. Uhl retiring, and Mr. Neth continuing the business.

Mr.